

KOREAN WAR CHRONOLOGY: AIR NATIONAL GUARD (ANG)

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12 January 1950. New York's 138th Fighter Squadron (FS) (Jet) converted from F-47Ds to F-84Bs and was redesignated the 138th FS (Jet).¹

February 1950. Delaware's 142nd FS converted from F-47Ns to F-84Cs.²

21 February 1950. The 127th FS, Kansas ANG, was redesignated the 127th FS (Jet) after converting from F-51Ds to F-84Cs earlier that month.³

Spring 1950. Michigan's 107th Bomb Squadron (BS) Light converted from B-26B/Cs to F-84Bs.⁴

Spring 1950. Michigan's 171st FS converted from F-51Ds to F-84Bs.⁵

Spring 1950. The 101st FS, Massachusetts ANG, converted from F-47Ns to F-84Bs and was redesignated the 101st Fighter Interceptor Squadron (FIS).⁶

April 1950. Washington state's 116th FS began converting from F-51Ds to F-84Bs.⁷

May 1950. Ohio's 162nd FS converted from F-51Ds to F-51Hs.⁸

June 1950. Oklahoma's 125th FS converted from F-51Ds to F-84Bs.⁹

25 June 1950. The Korean War began when the North Koreans invaded South Korea.¹⁰

27 June 1950. While escorting Far East Air Forces (FEAF) transports evacuating American civilians from Kimpo airfield near Seoul, South Korea, Air Force F-82s and F-80s shot down seven North Korean aircraft.¹¹

28 June 1950. An RF-80 flew the Air Force's first jet combat reconnaissance mission. It was followed by B-26s and B-29s which flew the first American air strikes of the war.¹²

July 1950. Remaining under state control at this point in the war, Pennsylvania's 148th Fighter Bomber Squadron (FBS) was redesignated the 148th FIS and converted from F-47Ds to F-51Ds.¹³

1 July 1950. Still under state control, Michigan's 107th BS (Light) was redesignated the 107th FS (Jet) and converted from A-26B/Cs to F-84Bs.¹⁴

7 July 1950. The Air Force launched a voluntary recall to active duty of Reservists.¹⁵

19 July 1950. It had become apparent to the Air Force that it could only meet its buildup goals by the involuntary recall of Reserve units and individuals.¹⁶

20 July 1950. Continental Air Command (CONAC) requested the mobilization of 20 ANG fighter squadrons to strengthen the air defenses of the continental United States (CONUS). The request was denied by Headquarters, U.S. Air Force because the number of Air Force fighter interceptor wings were already scheduled to be increased by four during fiscal year 1951.¹⁷

23 July 1950. The aircraft carrier *U.S.S. Boxer* arrived in Tokyo with 145 F-51s aboard which had taken from ANG units in the United States.¹⁸

10 August 1950. The Air Force mobilized the first two Air Force Reserve (AFRES) flying units to be called to active duty during the Korean War.¹⁹

September 1950. Congress and the President authorized the Air Force to undertake a major permanent expansion from 48 to 58 wings because of the Korea War.²⁰

4 September 1950. After a debate within Headquarters, U.S. Air Force -- including the Air Force Division of the National Guard Bureau (NGB) -- between those who advocated mobilizing a few highly trained ANG units and those who favored mobilizing as many Air Guard units as possible under existing budget restrictions, the latter policy was adopted.²¹

7 September 1950. The Air Force alerted the Air Guard flying units that were scheduled to be mobilized on October 10th.²²

9 September 1950. Kentucky's 123rd Fighter Group (FG) received public notice that it would be mobilized. Just prior to its call-up in October 1950, 10 of the unit's F-51s were shipped to the Far East.²³

15 September 1950. General Douglas MacArthur launched the Inchon landing on South Korea's west coast near Seoul. The amphibious operation caught the North Korean Army completely by surprise and, combined with a breakout by the Eighth U.S. Army, Korea (EUSAK) from the Pusan perimeter on the southern tip of South Korea, drove what was left of the invading communist forces out of the country.²⁴

10 October 1950. The first ANG units were mobilized. This was seen as a temporary expedient by the Air Force which planned to demobilize them by April 1951.²⁵ Flying squadrons mobilized this date were the: 111th FS, Texas; 112th Bomb Squadron (Light), Ohio; 125th FS, Oklahoma; 127th FS, Kansas; 128th FBS, Georgia; 154th FS, Arkansas; 156th FS, North Carolina; 157th FS, South Carolina; 158th FS, Georgia;

159th FS, Florida; 160th FS, Alabama; 165th FS Kentucky; 167th FBS, West Virginia; 182nd FS, Texas; and the 196th FBS, California.²⁶ All of those units were assigned to the Tactical Air Command (TAC).²⁷

11-21 October 1950. Upon mobilization, the 165th FS, Kentucky, 167th FS, West Virginia, and the 154th FS, North Carolina were consolidated at Goodman Field, Fort Knox, Kentucky as the 123rd Fighter Group (FG). The unit trained F-51 replacement pilots for combat in Korea, provided firepower demonstrations, and performed tactical support missions for the Army.²⁸

13 October 1950. Maj. Gen. Earl T. Ricks of the Arkansas ANG became Chief, Air Force Division, and Deputy Chief, National Guard Bureau (NGB) effective this date.²⁹

19 October 1950. President Truman expressed scorn for employers who were discriminating against reservists because of their liability for recall to active duty during the Korean War. He sarcastically called it the “patriotic thing to do.”³⁰

24 October 1950. The Air Force ended involuntary recalls to active duty of Reserve enlisted members. Involuntary recalls of Reserve officers was limited to those possessing skills not otherwise available.³¹

31 October 1950. The size of the Air Force had grown to 518,675 personnel. It had stood at 411,277 personnel on 1 July 1950 just after the Korean War began.³²

November 1950. Large numbers of Communist Chinese ground forces crossed the Yalu River into Korea and entered the war against the United Nations' forces led by the United States.³³

1 November 1950. All ANG tactical units were reorganized under the Air Force combat wing type organization. That action increased the authorized strength of the Air Guard from 57,382 to 67,000 personnel. The Guard's actual strength was 49,500 personnel because of budgetary limitations.³⁴

1 November 1950. New York's 138th FS (Jet), which remained under state control during the war, was redesignated the 138th FBS and converted from F-84Bs to F-51Hs.³⁵

6 December 1950. Lt. Gen. Ennis C. Whitehead, the CONAC Commander, requested that 38 ANG fighter squadrons be mobilized to strengthen the air defenses of the CONUS.³⁶

16 December 1950. After massive Chinese communist forces intervened in the Korean War, President Truman declared a national emergency. Among other things, the declaration authorized the Air Force to raise its active duty manpower from approximately 539,000 in mid December 1950 to 1,061,000 no later than 30 June 1952.³⁷

29 December 1950. Because of the deteriorating situation in Korea following the Chinese intervention in the conflict and the growing fears of another world war, CONAC requested all 38 ANG fighter squadrons General Whitehead had asked to be mobilized earlier that month be called into federal service as soon as possible.³⁸

January 1951. President Truman approved an expansion of the Air Force to 68 combat wings..³⁹

January 1951. The authorized strength of all ANG units except wing and group headquarters was raised to its wartime level, approximately 80,000 personnel, from its previously authorized 67,000 personnel..⁴⁰

1 January 1951. The Air Defense Command (ADC) was reestablished as a major air command and assumed the CONUS air defense mission from CONAC..⁴¹

5 January 1951. An advance detachment of 15 officers and 36 enlisted men from Washington state's 116th FS (Jet) was activated to prepare for the mobilization of the remainder of the squadron on 1 February 1951..⁴²

8 January 1951. To further strengthen continental air defenses, the Air Force mobilized a number of ANG units on this date including the: 154th Air Control & Warning Group (AC&WG), Georgia; 116th Aircraft Control and Warning Squadron (AC&WS), Georgia; 117th AC&WS, Georgia; 118th AC&WS, North Carolina, and the 129th AC&WS, Georgia..⁴³

22 January 1951. Responding to CONAC's requests in December 1950 to strengthen the air defenses of the CONUS by mobilizing 38 ANG fighter squadrons, the Air Force instructed that 15 ANG squadrons would be called into federal service on 1 February 1951 with 6 more to be activated on 1 March 1951..⁴⁴

1 February 1951. ANG flying squadrons mobilized on this date were the: 107th FS (Jet), Michigan; 113th FS, Indiana; 116th FS (Jet), Washington; 118th FS, Connecticut; 121st FS, District of Columbia; 123rd FS, Oregon; 126th FS (Jet), Wisconsin; 132nd FS, Maine; 133rd FS, New Hampshire; 134th FS, Vermont; 142nd FS (Jet), Delaware; 148th FBS, Pennsylvania; 163rd FS, Indiana; 166th FS, Ohio; 171st FS, Michigan; 172nd FS, Michigan; 188th FS, New Mexico; 176th FS, Wisconsin; and the 197th FS, Arizona. All of these units except the 107th FS (Jet), Michigan, and 171st FS, Michigan, and 197th FS, Arizona, were assigned to ADC to strengthen its CONUS fighter interceptor force..⁴⁵

1 February 1951. After being mobilized on this date, Arizona's 197th FS remained at Luke AFB, Arizona with its F-84B/Cs to serve in the 127th Pilot Training Wing. It later converted from F-84Bs to F-84E/Gs. The 107th FS (Jet) and the 171st FS, both of Michigan, joined the 197th in training pilots at Luke AFB as part of the 127th wing..⁴⁶

1 February 1951. After being mobilized on this date, Connecticut's 118th FS was moved to Suffolk County AFB, New York where its obsolete F-47Ns provided air defense for the New York/New England area until it was returned to state control on 1 December 1952..⁴⁷

1 February 1951. Following its mobilization on this date, Delaware's 142nd FS (Jet) was retained at its home station to provide air defense for the mid-Atlantic states with its F-84Cs..⁴⁸

1 February 1951. Two weeks after its mobilization on this date, Pennsylvania's 148th FBS was transferred to Dover AFB, Delaware where it remained until it was returned to state control on 1 November 1952. While stationed at Dover, the unit successively converted from F-51Ds to F-86As and then F-94Bs while serving in an air defense role..⁴⁹

11 February 1951. After being called to active duty on 1 February 1951, Indiana's 113th FS was redesignated the 113th FIS. Flying P-51Ds, its operations were split between Ft. Wayne, Indiana and Sioux City, Iowa..⁵⁰

12 February 1951. Washington state's 116th FS was redesignated the 116th FIS (Jet)..⁵¹

26 February 1951. The ANG reported at the annual meeting of the Adjutant Generals Association of the United States (AGAUS) that its units had recruited approximately 8,000 new members between 1 December 1950 and 1 January 1951..⁵²

March 1951. The 154th FS, Arkansas, which had been redesignated the 154th FBS when called to active duty and moved to Langley AFB, Virginia in October 1950, converted from F-51Ds to F-84Es..⁵³

March 1951. After being mobilized on 1 February 1951, Wisconsin's 126th FIS moved to Truax Field, Madison from its home station at General Mitchell Field, Milwaukee. It remained there on air defense duty with its F-80As until returned to state control on 31 October 1952..⁵⁴

1 March 1951. ANG flying squadrons mobilized on this date were the: 102nd Bomb Squadron (BS) (Light), New York; 105th FS, Tennessee; 109th FS, Minnesota; 110th FS, Missouri; 114th BS (Light), New York; 136th FS, New York; 141st FBS; New Jersey; 149th FS, Virginia; 153rd FS, Mississippi; 170th FS, Illinois; 175th FS, South Dakota; 179th FS; Minnesota; 192nd FBS, Nevada; and the 195th FS, California..⁵⁵

1 March 1951. After being called to active duty on this date, South Dakota's 175th FS was redesignated the 175th FIS and assigned to air defense duty at Ellsworth AFB, South Dakota with its F-51Ds..⁵⁶

1 March 1951. California's 195th FS, called into federal service on this date, remained at its home station at Van Nuys until it was returned to state control. In October 1952, its F-51Ds were supplemented by F-51Hs..⁵⁷

1 March 1951. Oregon's 123rd FS was redesignated the 123rd FIS. While it remained at Portland AFB during the war, most of its pilots were transferred to other units. They were replaced by active duty Air Force pilots..⁵⁸

1 March 1951. After being mobilized on this date, Tennessee's 105th FS remained at its home station at Nashville for 15 months. In April 1951 it converted from F-47Ds to F-51Ds and was redesignated the 105th FIS on 1 May 1952. The unit was moved to McGhee Tyson Airport on 1 June 1952 and remained there until returned to state control..⁵⁹

April 1951. Units of the mobilized 116th FBW -- Georgia's 158th FBS, Florida's 159th FBS, and California's 196th FBS -- began receiving brand new Republic F-84Es directly from the factory..⁶⁰

April-May 1951. Washington state's 116th FIS converted from F-84C to F-86A aircraft. From April through June 1951, its F-86As were only 38 percent combat ready on average and in-commission only 56.6 percent of the time. The 116th "attributed the situation to the fact that the aircraft were in poor condition when they were transferred to the unit."..⁶¹

1 April 1951. ANG flying squadrons mobilized. on this date were the: 103rd BS, (Light), Pennsylvania; 106th TRS (night Photo), Alabama; 108th BS (Light), Illinois; 115th BS (Light), California; 117th BS (Light), Pennsylvania; 120th FS, Colorado; 122nd BS (Light), Louisiana; 124th FS, Iowa; 155th TRS, Tennessee; 168th BS (Light), Illinois; 173rd FS, Nebraska; 174th FS, Iowa; 178th FS, North Dakota; 180th BS (Light), Missouri; 185th TRS, Oklahoma; 186th FS, Montana; 187th FBS, Wyoming; 190th FS, Idaho; and the 191st FBS, Utah..⁶²

1 April 1951. Soon after its mobilization on this date, Nebraska's 173rd FS transitioned from F-80Cs back to F-51s at Bangor, Maine because none of the four ANG units flying Shooting Stars had enough of the aircraft to maintain a full fleet of them. Nebraska's F-80s were distributed to the other three units. The 173rd's new mission with F-51s at Bangor was to serve as long range fighter escorts for SAC bombers..⁶³

1 April 1951. Mobilized on this date, Tennessee's 155th TRS converted from F-51Ds to RF-51Ds at its home station in Memphis. It was subsequently reassigned to Shaw AFB, SC, arriving there on 15 January 1952..⁶⁴

13 April 1951. Louisiana's 122nd BS (Light) moved from New Orleans to Langley AFB, Virginia to become part of the 4400th Combat Crew Training Group. It remained there until returned to state control on 1 January 1953..⁶⁵

19 April 1951. Members of the 136th Fighter-Bomber Wing (FBW) were alerted for shipment to the Far East. The unit consisted of the 111th FBS, Texas, 154th FBS, Arkansas, and the 182nd FBS, Texas. Previously, the wing had been notified that it would be deploying to Western Europe to reinforce the North Atlantic Treaty Organization (NATO).⁶⁶

20 April 1951. New Mexico's 188th FS moved from Kirtland AFB, New Mexico to Long Beach Municipal Airport, California where it served with ADC as the 188th FIS until returned to state control. It was equipped with P-51Ds.⁶⁷

26 April 1951. Washington state's 116th FIS was designated to move to England on a 90-day temporary duty (TDY) assignment, substituting for an Air Force fighter squadron that had been scheduled to deploy there for that same length of time.⁶⁸

May 1951. Pennsylvania's 146th FBS, which remained under state control during the war, converted from F-47Ns to F-51Hs. On 1 October 1952, it was redesignated the 146th FIS and then on 1 December 1952 and was redesignated the 146th FBS.⁶⁹

1 May 1951. ANG units called into federal service this date included the: 142nd Aircraft Control and Warning Squadron (AC&WS), Oregon; 162nd Aircraft Control and Warning Group (AC&WG) Group, California; 147th AC&WS, California; 148th AC&WS, California; 149th AC&WS, California; 159th AC&WG, Colorado; 137th AC&WS, Colorado; 138th AC&WS, Colorado; 139th AC&WS, Colorado; 132nd AC&WS, Minnesota; 130th AC&WS, Utah; 160th AC&WG, Washington; 141st AC&WS, Washington; and the 143rd AC&WS, Washington.⁷⁰

14 May 1951. The 116th FBW received a warning order to prepare for a move to Europe to help shore up NATO against a possible attack by the Soviet Union.⁷¹

15 May 1951. The first contingent of the 136th FBW personnel left the United States for Japan.⁷²

17 May 1951. Delaware's 142nd FS (Jet) was redesignated the 142nd FIS. It had assumed air defense responsibilities for the mid-Atlantic region at its home station with its F-84Cs after being mobilized on 1 February 1951.⁷³

18 May 1951. Personnel of the 136th FBW began arriving in Japan. They reported to the 27th Fighter Escort Wing (FEW) at Itazuke AB for training and indoctrination. The 136th FBW took over F-84Es from the 27th FEW when the latter completed its final operations in July 1951.⁷⁴

24 May 1951. Flying F-84Es of the 27th FEW, pilots of the 136th FBW saw their first combat action during the Korean War.⁷⁵

29 May 1951. Personnel of Oregon's 142nd AC&WS sailed for Alaska aboard the *U.S.S. Beaudoin*. Following their arrival, they manned three remote radar sites along the Bering Sea and built three more sites at other remote locations in that territory..⁷⁶

19 June 1951. Congress passed the "Universal Training and Military Service Act." Among many provisions, it required each male drafted after 21 June 1951 to serve two years of active duty and then six more in a reserve component. The service secretaries were authorized to permit any man who entered organized units of the Guard or other reserve components could be released from serving in the regular armed forces..⁷⁷

21 June 1951. Headquarters USAF changed the scheduled 90-day TDY of Washington state's 116th FIS to England to a permanent change of station (PCS) move there..⁷⁸

25 June 1951. The Air Force reported that pilots in the 111th FBS, Texas and 154th FBS, Arkansas (of the 136th FBW) averaged approximately 20 hours of F-84 flying time prior to reporting to the FEAF..⁷⁹

26 June 1951. Pilots of the 182nd FBS, Texas, flew a strike against an airfield at Yongu, North Korea from their base at Itazuke AB, Japan..⁸⁰

26 June 1951. While escorting B-29s near "MiG Alley" over North Korea, 1st Lt. Arthur E. Olinger and Capt. Harry Underwood of the 182nd FBS, Texas, shared credit for the Air Guard's first jet kill, a MiG-15..⁸¹

30 June 1951. As of this date, approximately 38,000 Air Guardsmen had been called to extended active duty. Of the 5,148 ANG officers mobilized, 52 percent were pilots..⁸²

July 1951. The final units of the 136th FBW left the United States for Japan..⁸³

July 1951. The 160th TRS, Alabama, was redesignated the 160th TRS (Photo Jet) and converted from RF-51Ds to RF-80As..⁸⁴

July 1951. After replacing many of its older F-86As with newer models, the proportion of combat-ready aircraft assigned to the 116th FIS rose from 38 to 77 percent while its aircraft in-commission rate increased from 56.6 to 75 percent. The following month the combat ready percentage of F-86As in the unit rose to 83 percent and its in-commission rate improved to 92 percent..⁸⁵

July 1951. The District of Columbia's 121st FIS converted from F-84Cs to F-94Bs at New Castle County AFB, Delaware. It remained at that location executing its air defense mission until returned to state control..⁸⁶

3 July 1951. Because of growing concerns in the Far East about the build up of communist air strength just north of the Yalu River in China, the 116th FBW received orders transferring it to Japan instead of Europe as originally planned. The unit had

already sent its 75 F-84Es to New York for shipment to Europe and had to obtain other F-84Es from the Air Force to replace its own aircraft. Its publicized mission was to strengthen Japan's air defenses..⁸⁷

10 & 12 July 1951. The 116th FBW-- consisting of the 158th FBS, Georgia, 159th FBS, Florida, and the 196th FBS, California -- departed San Diego, California for Japan with their F-84Es aboard the aircraft carriers *USS Windham Bay* and *USS Stikoh Bay*..⁸⁸

24 & 27 July 1951. The 116th FBW arrived in Japan at Yokosuka Naval Base. The wing was stationed at Misawa AB, Japan. Despite extensive efforts to protect them with heavy coatings of cosmoline, nearly half of the unit's 75 F-84Es suffered either structural damage or sea-spray corrosion during the ocean crossing. Two of the wing's fighter squadrons were stationed at Misawa AB while the third was sent to Chitose..⁸⁹

August 1951. The 116th FIS arrived at its new base at Royal Air Force (RAF) Shepherds Grove in Suffolk, England with its F-86As. Its mission was to reinforce the air defense of the United Kingdom under the operational control of the RAF..⁹⁰

August 1951. Maryland's 104th FS, which was not mobilized during the Korean War, was redesignated the 104th FIS and converted from F-47Ds to F-51Hs..⁹¹

August 1951. The 169th FS, which remained in state status during the Korean War, converted from F-51Ds to F-51Hs at its home station, Peoria, Illinois. On 1 July 1952, it was redesignated the 169th FIS. Its mission changed again when it was redesignated the 169th FBS on 1 December 1952..⁹²

1 August 1951. ANG units called into active military service on this date included the: 105th AC&WS, New Jersey; 152nd AC&WG, New York; 106th AC&WS, New York; 107th AC&WS, Arizona; and the 108th AC&WS, New York..⁹³

9 August 1951. Secretary of the Air Force Thomas K. Finletter approved a "Long Range Plan for Reserve Forces." Its goal was to provide a dependable and immediately available supply of trained individuals and units for mobilization. Among many provisions, it increased the ANG's postwar personnel ceiling to 67,000, up 7,5000 from its pre Korean War ceiling. The Guard would retain 27 wings and 84 combat flying squadrons after the conflict. For the first time, reserve missions and personnel strengths were tied to the Air Force's master war plan. The Air Force promised, as far as possible, to maintain the integrity of organized units in future mobilizations. It also committed itself to providing reserve units with a full supply of first line equipment..⁹⁴

13-27 August 1951. All 25 F-86As of the 116th FIS moved from Geiger Field, Washington to RAF Shepards Grove, England. They flew in stages with the majority of delays due to bad weather..⁹⁵

September 1951. California's 115th BS (Light) converted from B-26B/Cs to B-45As while based at Langley AFB, Virginia. North American B-45As were the Air Force's first multi-jet bombers and its first light bombers equipped to deliver nuclear weapons..⁹⁶

September 1951. Delaware's 142nd FIS, which remained at its home base to provide air defense for the mid-Atlantic region after it was mobilized, converted from F-84Cs to F-94Bs..⁹⁷

1 September 1951. ANG units mobilized this date included the: 102nd AC&WS, Rhode Island; 103rd AC&WS, Connecticut; 156th AC&WG, Illinois; 126th AC&WS, Illinois; 104th AC&WS, Maine; 101st Aircraft Control Squadron (ACS), Massachusetts; 151st Tactical Control Group (TCG), Massachusetts; 127th AC&WS, Michigan; and the 128th AC&WS, Wisconsin..⁹⁸

5 September 1951. While flying his 57th combat mission as a member of a regular Air Force unit, 1st Lt. Oliver Tandy's F-51 was shot down. The Oregon Air Guardsman was captured by Chinese communist troops. Tandy spent the next two years as a prisoner of war..⁹⁹

18 September 1951. The 123rd FBW received notice to prepare for movement from Goodman Field, Kentucky to Europe to fly the F-84s which its pilots had begun to transition to during the summer of 1950..¹⁰⁰

29 September-7 October 1951. Based at RAF Shepards Grove, the 116th FIS participated in "Exercise Pinnacle" to help defend the United Kingdom against "enemy" air attacks..¹⁰¹

October 1951. The 136th FBW moved from Japan to K-2 airfield at Taegu, Korea..¹⁰²

1 October 1951. ANG units mobilized this date included the: 120th AC&WS, Arkansas; 158th AC&WG, Texas; 134th AC&WS, Texas, the 135th AC&WS, Louisiana, and 136th AC&WS, Texas..¹⁰³

12 October 1951. The Air Force ordered an advanced detachment of the 123rd FBW to move from Goodman Field, Kentucky by air to England..¹⁰⁴

22-24 October 1951. Maj. Gen. Earl T. Ricks, Chief of the Air Force Division, NGB, reported to the annual conference of the National Guard Association of the United States (NGAUS) that pilot procurement was a major continuing problem for the ANG. The Air Force was expanding and he expected many Guard lieutenants who were aviators on active to stay in it once their terms of service were over. In addition, many returning ANG pilots would be over-age-in-grade and the ANG only had 12 personnel currently engaged in Air Force undergraduate pilot training..¹⁰⁵

30 October 1951. The first group of B-26s from the ANG's 126th Bomb Wing (BW) (Light) departed Langley AFB, Virginia for their new base at Bordeaux-Merignac, France. Assigned to help strengthen NATO, the wing was composed of the Illinois' 108th BS (Light) and 168th BS (Light), and Missouri's 180th BS (Light).¹⁰⁶

November 1951. CONAC reported that the Air Guard had been authorized to form cadre units to begin preparing for the return of mobilized ANG units to state service. The command had begun preparing plans for that development in July 1951. Each cadre unit would be established six months prior to the return of an Air Guard unit to its home station.¹⁰⁷

November 1951. The 123rd FBW -- consisting of the 165th FBS, Kentucky, 156th FBS, North Carolina, and the 167th FBS, West Virginia -- took over F-84Es at its base at RAF Manston in Kent, England from a USAF unit. The 167th FBS reported that less than 10 percent of its original personnel remained with the unit when it moved to England. The bulk of its original personnel had been either sent to Korea or transferred to Air Force units in the CONUS.¹⁰⁸

November 1951. The 101st FIS of Massachusetts, which remained under state control during the Korean War, converted from F-84Bs to F-51Hs.¹⁰⁹

November 1951. The 131st FS of Massachusetts, which remained in state service during the Korean War, converted from F-47Ds to F-51Hs and was redesignated the 131st FIS.¹¹⁰

1 November 1951. ANG units called into federal service this date included the: 110th AC&WS, South Carolina; 114th AC&WS, Florida; 155th AC&WG, Ohio; 121st AC&WS, Ohio; 122d AC&WS, Indiana; 123rd AC&WS, Ohio; 124th AC&WS, Oklahoma; 125th AC&WS, Missouri; 126th AC&WS, Missouri; 131st AC&WS, Missouri; 133d AC&WS, Iowa; 155 AC&WG, Ohio; and the 157th AC&WG, Missouri.¹¹¹

5 November 1951. Colonel Albert Prendergast, 136th FBW Commander, was shot down and killed during a combat mission over Korea.¹¹²

10 November 1951. An advance party of the 123rd FBW arrived at Manston RAF Station, England from the U.S.¹¹³

15 November 1951. The main body of the 123rd FBW left Goodman Field, Kentucky for shipment overseas from the New York Port of Embarkation aboard the *U.S.S. Hershey*.¹¹⁴

16 November 1951. The Air Force transferred four ANG fighter wings -- the 131st, 146th, the 132nd, and the 108th -- from SAC to TAC. The official reason for the switch

was to help fulfill TAC's requirements to support Army ground training. The transferred units were equipped with conventionally-powered fighters, not jets..¹¹⁵

28 November 1951. Elements of Florida's 159th FBS, including 13 F-84s, arrived at Taegu AB, Korea from Japan for a short combat tour and began flying combat missions that same day. They bombed rail lines near Wonsan, North Korea as part of the campaign to interdict the flow of communist supplies to the battle front..¹¹⁶

December 1951. North Carolina's 118th AC&WS was transferred from Stewart AFB, Tennessee to French Morocco to help protect SAC's bomber base at Nouasseur. It also maintained detachments in the Atlas Mountains and the Sahara Desert. Georgia's 116th AC&WS, 117th AC&WS, and 129th AC&WS served in French Morocco during the Korean War as did that state's 154th Tactical Control Group..¹¹⁷

December 1951. Utah's 191st FBS moved to Clovis AFB, New Mexico from its home station with its F-51Ds. It remained at Clovis AFB until it returned to state control..¹¹⁸

December 1951. Wyoming's 187th FBS, equipped with F-51Ds, moved from Cheyenne to Clovis AFB, New Mexico. It remained there until it was returned to state control..¹¹⁹

1 December 1951. ANG units mobilized this date included the: 111th AC&WS, Pennsylvania; 112th AC&WS, Pennsylvania; 113th AC&WS, District of Columbia; 119th AC&WS, Tennessee; 144th AC&WS, 145th AC&WS, California; 146th AC&WS, California; 153rd AC&WG, Pennsylvania; and 161st AC&WG, California..¹²⁰

2 December 1951. The 159th FBS dispatched 16 F-84Es, pilots, and support personnel from Japan to Taegu AB, Korea where they flew their first combat mission that same morning..¹²¹

7 December 1951. After moving to Europe by sea, the main body of personnel and equipment of the 126th Bombardment Wing (Light) arrived at its base near Merignac, France..¹²²

7 December 1951. The main body of the 123rd FBW arrived at Manston RAF Station, England after movement by sea from the U.S. The unit would operate F-84Es obtained from SAC by its advance detachment..¹²³

12 December 1951. New Jersey's 141st FBS, equipped with F-47Ds, was transferred from Turner AFB, Georgia to Goodman AFB, Kentucky. It remained at the latter until returned to state control..¹²⁴

January 1952. Alabama's 160th TRS deployed to Europe and was temporarily stationed at Furstenfeldbruck AB and Neubiberg AB in Germany pending completion of facilities at Toul-Roisieres AB, France..¹²⁵

February 1952. The 116th FBW was selected to be the first Air Guard unit to participate in aerial refueling under combat conditions..¹²⁶

February 1952. The Air Force picked nine pilots from the 190th FS for duty in Korea. Eventually, 15 pilots from the 190th FS went to Korea although the unit remained in the CONUS throughout its entire period of active federal service during the conflict..¹²⁷

February 1952. New Jersey's 119th FS, which remained under state control during the Korean War, converted from F-47Ds to F-51Hs..¹²⁸

Spring 1952. Oregon's 123rd FIS, which was mobilized and remained at home station during the war, converted from F-51Ds to F-86Fs..¹²⁹

April 1952. Selected air crews from the Air Guard's 126th BW (Light) and other USAFE units began deploying to Korea for 60-day combat tours to improve their operational training..¹³⁰

April 1952. Approximately 400 members of Colorado's 120th FS participated in an atomic bomb test, "Tumbler Snapper Shot III," at Yucca Flats, Nevada while on TDY from Clovis AFB, New Mexico..¹³¹

April 1952. Beginning this month, some Air Guardsmen assigned to Washington state's 116th FIS at RAF Shepards Grove in the United Kingdom were given early releases from active duty before their 21 months of obligated service ended if their positions had been filled by Air Force personnel..¹³²

April 1952. After being mobilized at its home station at Truax Field, Madison, Wisconsin's, the 176th FIS was partially equipped with F-89As but retained its F-51Ds. It remained at Truax Field until it was returned to state control..¹³³

May 1952. The 126th BW (Light) of Illinois was transferred from Merignac AB, France to Laon AB, France..¹³⁴

1 May 1952. Many of the personnel of Connecticut's 103rd AC&WS were transferred to the newly-organized 932nd AC&WS. After intensive training on Cape Cod, Massachusetts, the new unit moved to Iceland that fall where it established the first radar installation on the island of Keflavik..¹³⁵

3 May 1952. Flying an F-86 in a regular Air Force squadron, Captain Robert J. Love, a California Air Guardsman, shot down his fifth MiG 15. With that victory, he became the first of four ANG aces during the Korean War. Love ended the conflict with six confirmed MiG 15 kills..¹³⁶

13 May 1952. Flying F-84Gs, aircraft equipped for inflight-refueling and capable of delivering tactical nuclear weapons, Kansas's 127th FBS deployed to Chaumont, France

as part of the 137th FBW. After training Air Force pilots on the aircraft, the unit returned home two months later and its personnel were demobilized. The F-84Gs remained in France and were absorbed into the 48th FBW.¹³⁷

20 May 1952. Maj. Gen. George G. Finch of Georgia, CONAC's Deputy for Air National Guard Matters, proposed that small numbers of ANG pilots at strategic locations be placed on short tours of active duty to augment ADC's runway alert program.¹³⁸

28-29 May 1952. The 116th FBW participated in "Operation High Tide," air refueling under combat conditions. After launching missions from Japan and attacking targets near Sariwon, North Korea, its F-84 fighter-bombers were refueled by KB-29 tankers on their return flights to Misawa AB.¹³⁹

July 1952. Texas's 181st FIS, which remained under state control during the war, relocated from Hensley Field, Naval Air Station Dallas to Love Field, Dallas. It operated F-51H aircraft.¹⁴⁰

9 July 1952. Congress passed the "Armed Forces Reserve Act of 1952," also known as the "Magna Carta" of the reserve components. Designed to rejuvenate the reserve components, it divided them into three categories: ready, standby, and retired. The ready reserve was authorized a strength of 1.5 million. All ANG units were placed in the highest priority category, the ready reserve - a position that they had held in fact, if not law, since 1946. The legislation also allowed individual Guardsmen and Reservists to volunteer for active duty for routine peacetime operations and contingencies thereby avoiding the political and diplomatic risks of mobilizations.¹⁴¹

10 July 1952. On this date, the following ANG flying squadrons were demobilized: 111th FBS, Texas; 112th BS (Light), Ohio; 125th FS, Oklahoma; 127th FS, Kansas; 128th FBS, Georgia; 154th FBS, Arkansas; 156th FS, North Carolina; 157th TRS, South Carolina; 158th FBS, Georgia; 159th FBS, Florida; 160th TRS, Alabama; 165th FS, Kentucky; 167th FS, West Virginia ; 182nd FBS, Texas; and the 196th FBS, California.¹⁴²

August 1952. A contingent of mobilized Idaho Air Guardsmen from the 190th FBS left George AFB, California on a classified mission to ferry 37 F-51s to Iceland for use by another Air Force unit. The operation was classified because the Icelandic public strongly opposed foreign military forces being stationed on their nation's territory.¹⁴³

8 August 1952. Captain Clifford D. Jolley, a Utah Air Guardsman, scored his fifth victory over a MiG 15. Flying an F-86 in a regular Air Force unit, he became the second of four ANG aces during the Korean War. Jolley ended the conflict with 7 confirmed kills.¹⁴⁴

19 August 1952. Georgia's 129th AC&WS was released from active duty and returned to state control..¹⁴⁵

15 August 1952. Puerto Rico's 198th FS, which remained in state service during the war, was redesignated the 198th FBS. Continuing to operate F-47N aircraft from its home station, the unit was redesignated the 198th FIS on 16 November 1952..¹⁴⁶

1 September 1952. New Jersey's 199th FS, which remained under state control during the war, was redesignated the 119th FBS. It continued to operate F-51Hs at home station..¹⁴⁷

1 September 1952. New York's 137th FS, which remained under state control during the war, was redesignated the 137th FIS and converted from F-47Ds to F-51Hs..¹⁴⁸

1 September 1952. Rhode Island's 152nd FS, which remained under state control during the war, was redesignated the 152nd FIS. Continuing to fly F-51D/Hs from its home station, it was redesignated the 152nd FBS on 1 December 1952..¹⁴⁹

11 September 1952. The 107th FS, Michigan; 132nd FS, Maine; 133rd FS, New Hampshire; and the 188th FS, New Mexico were released from active duty..¹⁵⁰

15 September 1952. Captain Robinson Risner, an Oklahoma Air Guardsman flying an F-86 in an Air Force unit, shot down his fifth MiG 15 becoming the third ANG ace of the war. Major Risner ended the conflict with eight confirmed kills. He remained in the active duty Air Force after the conflict and became one of the senior American POW leaders in the "Hanoi Hilton" during the Vietnam War..¹⁵¹

October 1952. Ohio's 162nd FS, which remained under state control during the war, was redesignated the 162nd FBS. It continued to operate its F-51H aircraft from home station..¹⁵²

1 October 1952. California's 194th FS, which remained under state control during the war, was redesignated the 194th FIS. It retained its F-51Ds and F-51Hs at its home station..¹⁵³

1 October 1952. Pennsylvania's 147th FS, which remained under state control during the war, was redesignated the 147th FIS and converted from F-47Ns to F-51Hs..¹⁵⁴

8 October 1952. The 116th AC&WS, Georgia; 117th AC&WS, Georgia; 118th AC&WS, North Carolina; and 154th AC&WG, Georgia were released from active duty..¹⁵⁵

15 October 1952: Air Guard flying squadrons released from active duty this date were the: 109th FS, Minnesota; 136th FS, New York; 192nd FS, Nevada..¹⁵⁶

16 October 1952. The 111th Strategic Reconnaissance Wing -- consisting of Pennsylvania's 103rd Strategic Reconnaissance Squadron (SRS) as well as two new Air Guard-manned units, 129th SRS and 130th SRS -- converted from RB-29s to RB-36s at Fairchild AFB, Washington.¹⁵⁷

1 November 1952. ANG flying squadrons relived from active duty on this date were the: 113th FS, Indiana; 115th BS (Light), California; 116th FIS, Washington; 121st FS, District of Columbia; 134th FS, Vermont; 142nd FS, Delaware; 148th FBS, Pennsylvania; 163rd FS, Indiana; 166th FS, Ohio; 171st FS, Michigan; 172nd FS, Michigan; 175th FS, South Dakota; 176th FS, Wisconsin; and the 197th FS, Arizona.¹⁵⁸

5 November 1952. Ohio's 164th FS, which remained in state service during the war, was redesignated the 164th FBS. It continued to operate its F-51H aircraft from home station.¹⁵⁹

15 November 1952. The ANG flying squadrons were demobilized on this date were the: 103rd BS (Light), Pennsylvania; 106th TRS, Alabama; 108th BS (Light), Illinois; 120th FS, Colorado; 124th FS, Iowa; 155th TRS, Tennessee; 173rd FS, Nebraska; 174th FS, Iowa; 178th FS, North Dakota; 185th TRS, Oklahoma; 186th FS, Montana; 187th FBS, Wyoming.¹⁶⁰

15 November 1952. The 146th FBW, which consisted of three ANG fighter squadrons equipped with F-51s -- the 190th FBS, Idaho; 186th FBS, Montana; and 178th FBS, North Dakota -- was transferred from SAC to TAC. The wing remained at George AFB, California.¹⁶¹

19 November 1952. Hawaii's 199th FBS, which remained under state control during the Korean War, was redesignated a fighter interceptor squadron. It continued flying F-47Ns from its home station at Hickam AFB.¹⁶²

1 December 1952. ANG flying squadrons relieved from active duty on this date were the: 102nd BS (Light), New York; 105th FS, Tennessee; 110th FS, Missouri; 123rd FS, Oregon; 141st FBS, New Jersey; 149th FS, Virginia; 153rd FS, Mississippi; 170th FS, Illinois; and the 179th FS, Minnesota.¹⁶³

1 December 1952. The 118th FS, Connecticut and the 126th FS, Wisconsin were demobilized.

1 December 1952. The 169th FIS of Illinois was redesignated a fighter bomber squadron. Remaining in state service during the Korean War, it operated F-51Hs from its home station at Peoria.¹⁶⁴

11 December 1952. The 195th FS, California was released from active duty.

15 December 1952. The 137th ACW&S, Colorado, the 159th AC&WG, Colorado, and the 162d AC&WG, California were returned to state control..¹⁶⁵

1 January 1953. ANG flying squadrons demobilized on this date were the: 117th BS (Light), Pennsylvania; 122nd BS (Light), Louisiana; 168th BS (Light), Illinois; 180th BS (Light), Missouri; and the 190th FS, Idaho..¹⁶⁶

1 February 1953. Air National Guard units released from active duty and returned to state control included: 130th ACW&S, Utah; 132d AC&WS, Minnesota; 138th AC&WS, Colorado; 139th AC&WS, Colorado; 142d AC&WS, Oregon; 143d AC&WS, Washington; 147th AC&WS, California; 148th AC&WS, California; 149th AC&WS, California; and the 160th AC&WG, Washington..¹⁶⁷

1 March 1953. The 138th FIS at Syracuse, New York and the 194th FBS at Hayward, California began an experimental augmentation of ADC's runway alert program. Each unit maintained two F-51Ds and five pilots on alert from one hour before sunrise to one hour after sunset throughout the week. Based upon the experiment's success, continuous Air Guard participation in the runway alert program was adopted in 1954. It marked the beginning of the Air Force's total force approach to reserve component utilization and training..¹⁶⁸

27 March 1953. Major James P. Hagerstrom, a Texas Air Guardsman flying an F-86 in a regular Air Force unit, shot down a MiG 15 raising his total kills to 5.5 during that war. Hagerstrom was the fourth Air Guardsman to become an ace in Korea. He ended the conflict with 8.5 confirmed kills. During World War II, Hagerstrom had been credited with downing 8 enemy aircraft in the Southwest Pacific while a member of an Army Air Forces unit. He remained in the active duty Air Force after the Korean War..¹⁶⁹

1 July 1953. Colonel Winston P. Wilson was appointed Acting Chief, Air Force Division of the NGB during the illness of General Ricks..¹⁷⁰

27 July 1953. Representatives of China, North Korea, and the United States signed an armistice ending Korean War hostilities..¹⁷¹

1 August 1953. Air National Guard units demobilized and returned to state control included the: 105th AC&WS, New Jersey; 106th AC&WS, New York; 108th AC&WS, New York; and the 152d AC&WG, New York..¹⁷²

1 September 1953. Air National Guard units demobilized and returned to state control included the: 101st Aircraft Control Squadron, Massachusetts; 102d AC&WS, Rhode Island; 103d AC&WS, Connecticut; 104th AC&WS, Maine; 126th AC&WS, Illinois; 127th AC&WS, Michigan; 128th AC&WS, Wisconsin; 151st AC&WG, Massachusetts; and the 156th AC&WG, Illinois..¹⁷³

1 October 1953. The 120th AC&WS, Arkansas; 134th AC&WS, Texas; 135th AC&WS, Louisiana; 136th AC&WS, Texas; and the 158th AC&WG, Texas were demobilized..¹⁷⁴

1 November 1953. ANG units demobilized on this date were the: 110th AC&WS, South Carolina; 114th AC&WS, Florida; 122^d AC&WS, Indiana; 123^d AC&WS, Ohio; 124th AC&WS, Oklahoma; 125th AC&WS, Missouri; 131st AC&WS, Missouri; 133 AC&WS, Iowa; 155th AC&WG, Ohio; and 157th AC&WG, Missouri..¹⁷⁵

1 December 1953. The last ANG units demobilized for the Korean War were the: 111th AC&WS, Pennsylvania; 112th AC&WS, Pennsylvania, 113th AC&WS, District of Columbia; 119th AC&WS, Tennessee; 144th AC&WS, California; 145th AC&WS, California; 146th AC&WS, California; 153^d AC&WG, Pennsylvania; and the 161st AC&WG, California..¹⁷⁶

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- ¹⁶⁹ Haulman and Stancik, Air Force Aerial Victory Credits, pp 211, 755.
- ¹⁷⁰ Gross, American Military Tradition, p 197.
- ¹⁷¹ Thompson and Nalty, Within Limits, p 56; Vance O. Mitchell, Air Force Officers: Personnel Policy Development, 1944-1974, (Washington, DC: Air Force History and Museums Program, United States Air Force, 1996), p 188; ANG Unit Data Cards, Historical Archives, NGB-PAI-H.
- ¹⁷² ANG Unit Data Cards, NGB-PAI-H, Air National Guard Archives.
- ¹⁷³ ANG Unit Data Cards, NGB-PAI-H, Air National Guard Archives.
- ¹⁷⁴ ANG Unit Data Cards, NGB-PAI-H, Air National Guard Archives.
- ¹⁷⁵ ANG Unit Data Cards, NGB-PAI-H, Air National Guard Archives; Mitchell, Air Force Officers, p 188.
- ¹⁷⁶ ANG Unit Data Cards, Historical Archives, NGB-PAI-H.